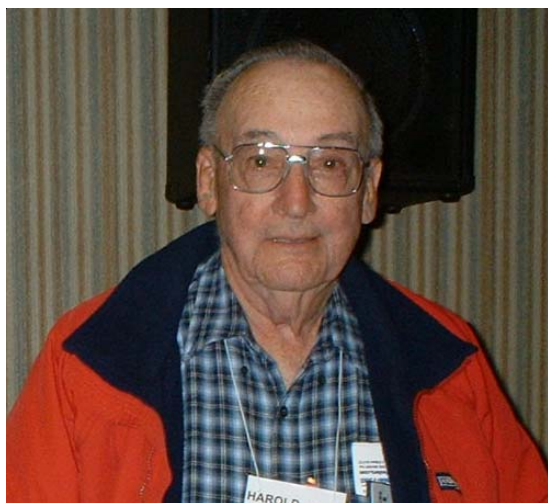




In Loving Memory



One of aviation's finest, Harold Hamm, passed away on September 1, 2006. Harold loved three things equally: his family, his friends, and flying. But his love for Zola, his wife, companion, and playmate, was his greatest and deepest joy for the past 20 years. Those blessed to know them, witnessed a special love affair between two people who truly treasured every moment spent together.

Harold was born December 10, 1925, in Stamps, AR, the oldest of three children born to Jesse and Gladys (Smith) Hamm.

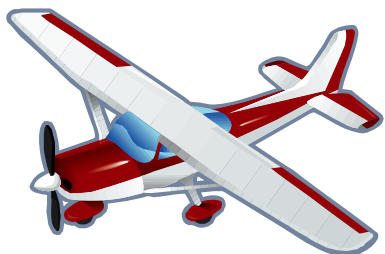
With the country in the middle of World War II, Harold joined the United States Navy and was recruited into the Officer's V-12 program at the University of Colorado. He graduated with a degree in electrical engineering in 1947. Upon graduation, he was employed with Mountain Bell and remained with the company in various positions for almost 36 years. Upon retirement, he pursued his passion with aviation, first by returning to school to earn an airframe and powerplant mechanic's license. He was a member of the Helena Regional Airport Authority

from 1972-1985 and was chairman when the new terminal was built on the north side. He joined the International Northwest Aviation Council in 1972, served on their board of directors and was president 1984-85. He was a member of the Montana Antique Airplane Association, the Experimental Aircraft Association, Montana Pilots Association and Quiet Birdman. He was a member of the Algeria Shrine, Scottish Rite, and Masonic Lodge.

On October 25, 1947, he married his first love, Jane Ann Otto of Denver, CO. She preceded him in death on April 2, 1981. They had two children. On March 2, 1987, with family and friends celebrating with them, Harold married Zola Mae Smith of Lake Havasu City, AZ, and embarked on an adventure that took them from Alaska and Australia to Europe and Russia, and around the country where they shared good times, love and laughter with friends and family. Together they completed two airplane projects: the restoration of a J-3 Piper Cub, and just this summer they finished building an experimental RV-6 aircraft.

Harold is survived by his wife, Zola; his son and daughter-in-law Robert and Lori Hamm; his daughter, Sue Navin, all of Helena; grandchildren Kevin Hamm of Houston, TX, Bridget Hamm of Red Bluff, CA, Tricia and Ryan Caldwell of Joplin, MO, Kellie and Robert Ackerman of Scottsbluff, NE, and Jennifer and James Baker of Oceanside, CA; great-grandchildren Kirsten Opp, Skylar and Lane Baker; sisters Betty Sue Greig of Manhattan, KS, and Clara (John) Mitchell of Little Rock, AR; sister-in-law Naomi Cedarblade, and her son and daughter-in-law, Thomas and Linca Cedarblade of Show Low, AZ, sister-in-law and brother-in-law Betty and Earl Lawrence of Castle Rock, CO; and numerous nieces and nephews.

When we think of Harold we think of his sweet smile and his heart of gold - but his amazing love and admiration for Zola, and she for him, always impressed us the most. Our deepest condolences to Zola and the rest of the family. Harold will be sadly missed by all who knew him.



"The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? - it is the same the angels breathe." - Mark Twain, 'Roughing It,' Chapter XXII, 1886.

Administrator's Column

Congratulations Tom! The acting director of aviation at Billings Logan International Airport, Tom Binford, was recently named as the city's director of aviation and transit. Tom succeeds Bruce Putnam who retired at the end of June and has been serving in an interim capacity since that time. Previously Tom was the assistant director of aviation and has been with the Billings Airport for 22 years. He is a past-chairman of the Northwest Chapter of the American Association of Airport Executives (NWAAAE) and currently chairs the National Board of Examiners for AAAE. Congratulations Tom, well deserved.

Airports won't get screeners: The Transportation Security Administration, due to budget constraints, has decided not to place federal screeners at Glasgow, Glendive, Havre, Lewistown, Miles City, Sidney and Wolf Point. These seven Montana airports do not screen passengers before boarding planes. The TSA must come up with a security plan for each airport, as outlined in a bill recently passed by the Senate. The TSA would have 60 days to submit the plans to Congress after the measure is signed into law, including recommendations for improved security measures and for cargo and passenger screening along with a timeline and cost analysis for implementation. The Senate and House must negotiate a final version of the bill. Currently, passengers are not screened before boarding flights at these seven Montana airports that all land in Billings. If the passengers are continuing on, they are bused to the front of the terminal building in Billings and proceed through security screening. Only five other airports in the county do not have TSA screening.

Billings tower opening delayed: The FAA is repairing the new air traffic control tower at the Billings Logan International Airport after dripping water damaged a high-voltage electrical panel inside the tower. The leak was a result of a storm that brought two inches of rain to the area in a short amount of time. The old tower will replace the new tower until repairs are completed with an expected date of early October. The \$15.5 million, 128-foot-tall tower was built to improve airport safety. The old tower will be demolished soon after the new tower goes into operation.

Chicago to pay: A \$33,000 fine has been assessed by FAA to Chicago for illegally tearing up Meigs Field without proper notification. The city will also have to repay \$1million of airport funds that Mayor Daley illegally diverted from O'Hare and Midway airports to pay the destruction contractors. The city has spent more the \$550,000 attempting to fight the fine and repayment – Chicago taxpayers are out close to \$1.6 million. This shows the FAA is serious about upholding its regulations when it comes to protecting airports.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696.

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Jim Lynch, Director

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Calendar

October 19 – Aeronautics Board Meeting. Department of Transportation Commission Room; 1:00 p.m. – 5:00 p.m. For further information dial (406) 444-2506 or go to www.mdt.mt.gov/pubinvolve/aeronautics_board/.

October 29 – Rocky Mountain College Aviation Program Open House – tours, flights, and questions answered for prospective students and parents. Dial (406) 657-1060 for more information.

December 1 – Civil Air Patrols 65th Anniversary.
www.mtwg.cap.gov.

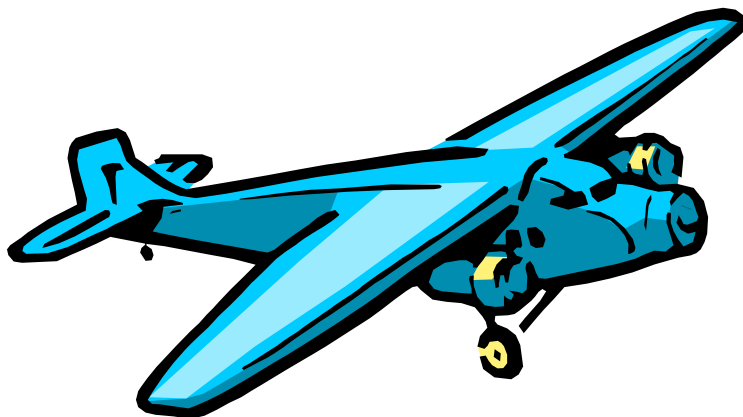
January 19-21, 2007 – Surratt Memorial Winter Survival Clinic, Helena. For further information dial (406) 444-2506.

February 16-17, 2007 – Flight Instructor Refresher Clinic, Helena. For further information dial (406) 444-2506.

March 1-3, 2007 – Montana Aviation Conference, Hilton Inn, Missoula. For further information dial (406) 444-2506.

'07 Airport Directory

Any changes to the Montana Airport Directory need to be submitted to the Aeronautics Division by **October 20**. Changes can be directed to Max Murphy at (406) 444-9581 or e-mail mmurphy@mt.gov. Thanks to those of you that have already sent in changes. An accurate directory will ensure all of us a good day when we fly the Big Sky Country!



**Sportsman's Private Use Airstrip in Ennis, MT
has been officially closed to all operations.
Coordinates "Latitude 45-21-14.739,
Longitude 111-44-04.909"**

**At the request of the owners, the Department of Transportation Aeronautics Division
have officially closed the Sportsman's airport in Madison County. If anyone has questions
please contact the Montana Aeronautics Division at (406) 444-2506.**

2007 International Aviation Art Contest

The theme for the 2007 International Aviation Art Contest is "Airfield". Artwork will be judged in part for its creative use of this year's theme in relation to the aviation world. Entries will be judged in three classes (determined by the age of the entrant on December 31, 2006). I. Ages 6 to 9; II. Ages 10 to 13; III. Ages 14 to 17. Entries in each age group will be reviewed and state winners and runners-up will be selected. Winners will receive a certificate and recognition from their state. The top three entries in each age group will be forwarded to Washington, D.C., to participate in the national competition. A national winner and two runners-up will be selected from each age group. All national winners will receive certificates, ribbons and a framed reproduction of their artwork. The national winners and runners-up in each age group will be forwarded to FAI headquarters for international judging. Winners of the international competition will receive certificates plus gold, silver and bronze medals. Entries must be postmarked by Friday, January 12, 2007. For an application and contest rules please call Jeanne MacPherson at (406) 444-2506 or e-mail jemacpherson@mt.gov.

The 28th Annual Mountain Search Pilot Clinic

By: *Jeanne MacPherson*

Rain, snow nor even fog could stop the 28th annual mountain search pilot clinic; infact the adverse weather just made the flights more realistic to an actual search. On September 15, 16 and 17, volunteer pilots gathered at the Kalispell City Airport to partake in the highly acclaimed mountain search pilot clinic. The purpose of this clinic is to train volunteer pilots to safely and efficiently conduct a search for a downed aircraft in mountainous terrain. Not only did the 30 volunteer pilots learn the search techniques, they also received advanced Emergency Locator ground and field training and survival tactics from the Emergency Response International (ERI).

The mountain flight instructors for this year's clinic were Wendy Beye, Dennis DeVivio, Mike Campbell, Sparky Imeson, Jeanne MacPherson and Bill Werner. Each of the 30 pilots attending received two hours of flight instruction, one hour each from a different instructor. The dual flight instruction covers the basics of mountain flying including, coordination maneuvers, canyon flying, contour search, marking the location of the downed aircraft, canyon turns and over the top and down air search techniques.

An integral part of search and rescue is the Search and Rescue Satellite Aided Tracking (SARSAT) System and detecting and locating emergency locator beacon transmitters (ELT), to lead and instruct this year's SARSAT/ ELT training both in ground school and field tracking were Peter Graf, Ray Sanders and Hugh Wilkins.

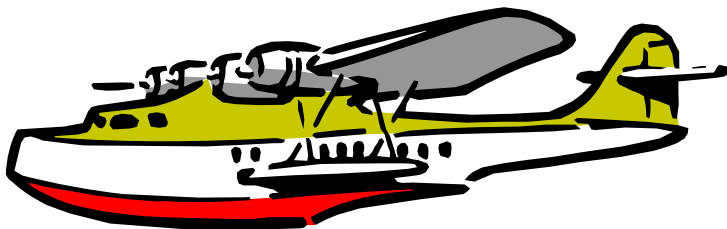
The clinic would not be complete without "survival sense for pilots". We were most fortunate to have survival instructors, Paul Green and Nick Farline, from the Emergency Response Institute (ERI), these two instructors brought excellence to the field sessions by incorporating hands on survival skills to the learning environment.

Mike Wallace, from Silver State Helicopter, presented a Saturday evening program with an overview of the air and ground searches for the two aircraft that went down near Butte over the last year. The cooperation and efforts to work together in search and rescue among different agencies was evident in his presentation.

Next year the mountain search pilot clinic will be held in Helena on September 7- 9, 2007, if you are interested in participating or have any questions, please feel free to contact Jeanne MacPherson at (406) 444-2506 or

jemacpherson@mt.gov.

Thank you to all of the 2006 MSPC participants!



ELT Training



Survival Training



Flight Training

The Joy of Flight Lessons learned — about flying and life

By: Landon Burgwin

My father came home with a copy of Top Gun when I was merely three and a half years old, but I still knew what airplanes were. My parents were dumbfounded that a movie held my interest...and boy did it.

For years, all I ever wanted was to become a fighter pilot who flew F-14s in the Navy, just like Maverick. I would sit for hours at my house, in an over turned coffee table set up as a mock cockpit, forcing my brother and best friend to play the part of Goose as I re-enacted scenes from my favorite movie. As I grew older, self-doubt and to some extent, self-sabotage, caused me to drift from my dream. By the time I was in high school, I had given up on the idea that I could fly airplanes, let alone fighters. My grades suffered, and I had other interests that occupied much of my time and efforts (namely women and cars).

I applied to several colleges and decided to attend Montana State University in Bozeman. When I enrolled, I had a new dream to become a cattle rancher. However, after two semesters and changing majors twice, I entered the fall of my second year of college and was feeling a growing concern: “What am I going to do with my life?”

One day, during a casual conversation with my mother, she suggested I become a pilot. Imagine the surprise I was feeling when she said those words. I believe my response was: “Yeah right mom, people don’t just become pilots!” (Looking back, it makes me laugh! Yes people do become pilots...every day!)

So I kicked around the thought for a semester. I had no idea schools existed that offered a degree in aviation. I decided to change my major, once again, to physical geography with an emphasis in meteorology.

Then one day I was walking back into my dorm from the dining hall and happened to glance at the bulletin board as I strolled by. It’s funny how on a bulletin board filled with perhaps 50 fliers, my eyes caught and focused on one that read, “Flight Ground School.”

I immediately tore it from the board and proceeded directly to my room to read it. I discovered that ground school is an “integral part of flight training, whether you want to fly for the airlines, or just want to be a weekend leisure pilot.” The class was being offered through Montana State University as an elective class. It would be instructed by Master CFII Benjamin Walton.

Right away, I telephoned my mother and woke her (due to a two-hour time difference) and told her I had to take this class. She agreed and offered to pay the additional tuition for the class. And so it began.

The night I walked into the classroom was extremely nerve-racking. I didn’t know how many students there would be, how many already knew how to fly, and if I would be the rookie in the class. As I took my seat, Ben walked in, although no one seemed to notice. I believe we were all expecting a middle-aged man in epaulets with wings tacked on his chest. Instead, what we got was a 20-something guy dressed in olive drab cargo pants, with an untucked plaid shirt. This guy was going to teach us about flying?

Imagine my amazement when he professionally introduced himself with a charm and professional manner that would have made any presidential candidate proud. I was even more amazed when he started explaining what flying was truly about. Even more so, he was able to communicate his knowledge in a way that was easy to understand. I went back to my dorm that night and read the first five chapters in my Jeppesen Private Pilot Manual.

Not every class was as easy as the first. However, Ben always was available for extra help either after class or via telephone if I had a question.

At the time, Ben was a freelance flight instructor working out of an old, smelly, brown hangar at Gallatin Field in Bozeman. He taught in a 1971 Cessna 150, lovingly nicknamed Red Rocket. On the side, he worked as a forest service pilot in the summer flying various aircraft and as a wildlife-tracking pilot flying a Super Cub in the area surrounding Yellowstone National Park. Although he was my first flight instructor, and as such, I look on him with a special fondness and admiration, he is only human. During periods of inclement weather and maintenance groundings, he told stories of mistakes that he had made, including one story of complete engine failure at 16,000 feet msl in instrument conditions near Missoula, Mont. (complete with an ATC tape). I was learning.

Shortly into my flight training, Ben set out to begin his own organized flight school — the third of its kind on the field. He wanted to be different in his approach to flight training; he wanted it to be challenging, structured, organized, professional, and safe, yet there was another element he required, an element that seemed to be missing from many other flight schools. Fun! Sure, learning to fly is inherently fun. It has to be — otherwise students wouldn’t want to continue. But weekly summer barbecues and poker nights could potentially give a much-needed shot of fun to a world-class flight school.

I was nine months into my flight training (May 2004) with nearly 55 hours of total time when I took my checkride. I was quite comfortable in the Cessna 150, and deep down I knew I was ready for the ride; however, I kept procrastinating in the scheduling of the event.

Finally, one day, I walked into the flight school after taking a break for a month or so. Ben looked at me and said, “Landon, you are taking your checkride on Friday.”

It was Monday.

continued page 6

Safety News

Effective October 1, 2006, the Federal Aviation Administration's FAA Safety Team (FAASTeam) will be implemented. The new program will place emphasis on the following areas:

- Reducing the commercial airline fatal accident rate.
- Reducing the number of fatal accidents in General Aviation.
- Reducing the risk of runway incursions.

To further reduce accidents, the FAASTeam will use a coordinated effort to focus resources on accident and incident causal factors. This will be accomplished by data driven analysis, teamwork, instruction in the use of safety management systems and risk management tools, and the development and distribution of educational materials. This program will bring Safety Management Systems and System Safety Concepts to the aviation community to promote a cultural change toward a higher level of safety. In order to maximize our efforts in accomplishing our goals and objectives related to aviation safety, we need **volunteers**. Part of the new FAASTeam will include volunteers in the capacity of FAASTeam Representatives and Industry Team Members. We are looking for motivated and dedicated individuals who are interested in establishing a well-rounded Montana program.

Support for the FAASTeam Representatives will include more accessible and better resources through the utilization of the National Resource Center in Lakeland, Florida. We will have improved access to national, regional, and local causal factor data through the Aviation Safety Information Analysis System (ASIAS), which will allow us to focus our efforts in the areas needed to achieve our National aviation safety goals.

Representatives will have enhanced communication tools through web based technology via the faasafety.gov web portal. This site provides training options, FAA publications, pilot and maintenance resources, and includes a central repository of reference materials. Early in the coming year, the Pilot Proficiency and Aviation Maintenance Technician awards programs will be automated on the faasafety.gov web site. These enhancements to the programs will significantly increase your options as an aviation safety professional.

With the start of the FAASTeam on October 1, 2006, we encourage those who are interested in being part of the FAASTeam to apply. This is the perfect opportunity to become part of the solution and help develop an effective program for Montana.

If interested, please contact: Steven Jones, FAA Safety Team Program Manager, (800) 457-9917, extension 57 or steve.j.jones@faa.gov.

The Joy of Flight continued...

I was done with school for the semester, so I didn't have any legitimate excuses as to why I couldn't. After a short-lived argument over the matter, I was preflighting the airplane for a checkride preparation lesson. I flew everyday that week and passed my checkride with no problem, but it was that push from Ben that helped me finally accomplish my goal.

Since then, I have been along for the ride as Ben's "down home" flight school has grown into Summit Aviation LLC. I have seen the ups and downs over the past couple of years and have learned a great deal about the industry as a result.

Though I didn't learn to be a cattle rancher in Montana, I would not trade a minute of my experience with Ben and Summit Aviation. Now with about 375 hours of total time and an offer to teach once I become a CFI, I have a career plan. Without my mother re-sparking an old interest and Ben taking me under his wing and helping me realize a childhood dream, I have no idea where I might have ended up.

Why not check into a little "down home" flight school? You just might find someone to teach you a thing or two about flying and life.

Landon Burgwin works at Gallatin Field in Bozeman, Montana, and is a commercial pilot with about 375 flight hours.

Happy Halloween



Mark your Calendar!

The 2007 Montana Aviation Conference is scheduled for March 1-3, 2007 at the Hilton Inn in Missoula. This year's facilities are very luxurious and the committee is working hard to ensure another top notch conference. Phone the Hilton at (406) 532-5300 for lodging accommodations and stay tuned to future newsletters for further conference information. Hope to see you there!!

Super AWOS

By: Doug Parrott, Roundup

Many Montana Airports are now equipped with automatic weather reporting stations. They are a vital tool for flight planning and arrival weather information for a VFR or an IFR approach to equipped airports.

Montana Airports that currently have SUPERAWOS equipment operating:

<u>Airport</u>	<u>Identifier</u>	<u>Frequency</u>
Ekalaka	97M	122.9
Laurel	6S8	123.05
Malta	M75	122.8
Plains	S34	122.9
Roundup	RPX	122.8
Scobey	9S2	122.8
Wheatland County (Harlowton)	HWQ	122.9

Now that we know where automatic weather reporting stations are available, how do we get the information that they have to offer? **Three ways:**

1. By radio on the airports UNICOM Frequency.

For Weather and Airport Information: On the ground or in the air, call the airports UNICOM frequency; it will respond with Airport Information, i.e. This is Roundup airfield, automatic advisory, wind 320 at 16, altimeter 30.22, caution crosswind, condition favors runway 24, for runway listen for traffic. If more weather information is needed, i.e. for an instrument approach, just click the mic three (3) times right after you hear the first weather transmission. You will then hear: Roundup automated advisory. Visibility three quarters, temperature 19, dewpoint 17, winds calm, altimeter 29.92 caution density altitude 4,900. Preferred calm wind runway 24. For runway pilots discretion. (Note: no ceiling or cloud height is given. They are not necessary for instrument approaches that have Decision Height requirement.)

For a Radio Check: On the ground or in the air, click the mic four (4) times, and transmit i.e. Stearman 73583 radio check com one. Your transmission will be recorded and transmitted back to you. Repeat on other com. Radios. You can determine the reception and quality of the aircraft's communications equipment.

2. By telephone.

Dial: 1-617-262-3825. You will be asked to enter airport identifier. i.e. **RPX is 779** on the telephone dial. You will receive the entire weather briefing.

3. Via the internet.

www.SUPERAWOS.COM. On Web Page, at the top right click on REMOTE DATA. Map appears, click on map. A list of SUPERAWOS airports appear. Select the airport that you want weather information from. Click on the airports identifier for past 3 hours of weather in printed form. Click on the New Format Beta for a diagram presentation of the current weather.

NASAO Board of Directors

During the annual membership meeting on September 12, a new National Association of State Aviation Officials (NASAO) Executive Committee and Board of Directors were elected to lead the organization during its next fiscal year, which officially began October 1. The new elected leaders on the NASAO Executive Committee are Chairman, **Travis Vallin** (Colorado); Vice Chair, **Michelle McEnany** (Iowa); Treasurer, **Victor Bird** (Oklahoma), and Secretary, **Mark Brewer** (Rhode Island).

The Regional Directors are **Joe Pestka** (Missouri) – Central; **Mark Brewer** (Rhode Island) – New England; **David Greene** (Wisconsin) – Great Lakes; **John Knight** (Arkansas) Southwest; **Mary Frederick** (California) Western-Pacific; **Debbie Alke** (Montana) – Northwest; **Ed Ratigan** (Georgia) – Southern; **Randy Burdette** (Virginia) – Eastern **Rich Turner** (Vermont) – Immediate Past Chairman (Ex-Officio).

The NASAO Center Board will be led by Chairman **Michelle McEnany** (Iowa), Treasurer **Mark Brewer** (Rhode Island), and members **Ray Rought** (Minnesota) and **Bob Woods** (Tennessee).

Congratulations to all!

Seeley Lake Hosts Barbeque

The Seeley Lake Flying Club hosted an appreciation barbeque for the local community, MDT Aeronautics Division, and business sponsors and members. As always, chefs Bonnie and Gerry Connell, supplied a delicious meal with their special cherry chocolate cake! Wade Cebulski, local pilot and caretaker, and Aeronautics Administrator Debbie Alke, thanked all in attendance for their work on and in support of the airport. Dave Guelff and others volunteered many hours to complete the pilot's campground, a wonderful addition to the airport.



Pictured above (l-r) Gerry Connell, chef extraordinaire and Wade Cebulski of Seeley Lake. At left Jim Greil (l) and Mike Rogan of the Aeronautics Division kick back a few minutes after enjoying a delicious meal. A big THANK YOU to the Seeley Lake Flying Club!



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